

SECOND REGULAR SESSION

[P E R F E C T E D]

SENATE BILL NO. 841

94TH GENERAL ASSEMBLY

INTRODUCED BY SENATOR STOUFFER.

Pre-filed December 1, 2007, and ordered printed.

Read 2nd time January 14, 2008, and referred to the Committee on Transportation.

Reported from the Committee February 21, 2008, with recommendation that the bill do pass and be placed on the Consent Calendar.

Taken up February 28, 2008. Read 3rd time and placed upon its final passage; bill passed.

TERRY L. SPIELER, Secretary.

3510S.01P

AN ACT

To repeal section 304.180, RSMo, and to enact in lieu thereof one new section relating to vehicle weight regulations.

Be it enacted by the General Assembly of the State of Missouri, as follows:

Section A. Section 304.180, RSMo, is repealed and one new section
2 enacted in lieu thereof, to be known as section 304.180, to read as follows:

304.180. 1. No vehicle or combination of vehicles shall be moved or
2 operated on any highway in this state having a greater weight than twenty
3 thousand pounds on one axle, no combination of vehicles operated by transporters
4 of general freight over regular routes as defined in section 390.020, RSMo, shall
5 be moved or operated on any highway of this state having a greater weight than
6 the vehicle manufacturer's rating on a steering axle with the maximum weight
7 not to exceed twelve thousand pounds on a steering axle, and no vehicle shall be
8 moved or operated on any state highway of this state having a greater weight
9 than thirty-four thousand pounds on any tandem axle; the term "tandem axle"
10 shall mean a group of two or more axles, arranged one behind another, the
11 distance between the extremes of which is more than forty inches and not more
12 than ninety-six inches apart.

13 2. An "axle load" is defined as the total load transmitted to the road by
14 all wheels whose centers are included between two parallel transverse vertical
15 planes forty inches apart, extending across the full width of the vehicle.

16 3. Subject to the limit upon the weight imposed upon a highway of this
17 state through any one axle or on any tandem axle, the total gross weight with

18 load imposed by any group of two or more consecutive axles of any vehicle or
 19 combination of vehicles shall not exceed the maximum load in pounds as set forth
 20 in the following table:

21 Distance in feet
 22 between the extremes
 23 of any group of two or
 24 more consecutive axles,
 25 measured to the nearest
 26 foot, except where

| 27 | indicated otherwise | Maximum load in pounds | | | | |
|----|---------------------|------------------------|----------|---------|----------|---------|
| 28 | feet | 2 axles | 3 a xles | 4 axles | 5 a xles | 6 axles |
| 29 | 4 | 34,000 | | | | |
| 30 | 5 | 34,000 | | | | |
| 31 | 6 | 34,000 | | | | |
| 32 | 7 | 34,000 | | | | |
| 33 | 8 | 34,000 | 34,000 | | | |
| 34 | More than 8 | 38,000 | 42,000 | | | |
| 35 | 9 | 39,000 | 42,500 | | | |
| 36 | 10 | 40,000 | 43,500 | | | |
| 37 | 11 | 40,000 | 44,000 | | | |
| 38 | 12 | 40,000 | 45,000 | 50,000 | | |
| 39 | 13 | 40,000 | 45,500 | 50,500 | | |
| 40 | 14 | 40,000 | 46,500 | 51,500 | | |
| 41 | 15 | 40,000 | 47,000 | 52,000 | | |
| 42 | 16 | 40,000 | 48,000 | 52,500 | 58,000 | |
| 43 | 17 | 40,000 | 48,500 | 53,500 | 58,500 | |
| 44 | 18 | 40,000 | 49,500 | 54,000 | 59,000 | |
| 45 | 19 | 40,000 | 50,000 | 54,500 | 60,000 | |
| 46 | 20 | 40,000 | 51,000 | 55,500 | 60,500 | 66,000 |
| 47 | 21 | 40,000 | 51,500 | 56,000 | 61,000 | 66,500 |
| 48 | 22 | 40,000 | 52,500 | 56,500 | 61,500 | 67,000 |
| 49 | 23 | 40,000 | 53,000 | 57,500 | 62,500 | 68,000 |
| 50 | 24 | 40,000 | 54,000 | 58,000 | 63,000 | 68,500 |

| | | | | | | |
|----|----|--------|--------|--------|--------|--------|
| 51 | 25 | 40,000 | 54,500 | 58,500 | 63,500 | 69,000 |
| 52 | 26 | 40,000 | 55,500 | 59,500 | 64,000 | 69,500 |
| 53 | 27 | 40,000 | 56,000 | 60,000 | 65,000 | 70,000 |
| 54 | 28 | 40,000 | 57,000 | 60,500 | 65,500 | 71,000 |
| 55 | 29 | 40,000 | 57,500 | 61,500 | 66,000 | 71,500 |
| 56 | 30 | 40,000 | 58,500 | 62,000 | 66,500 | 72,000 |
| 57 | 31 | 40,000 | 59,000 | 62,500 | 67,500 | 72,500 |
| 58 | 32 | 40,000 | 60,000 | 63,500 | 68,000 | 73,000 |
| 59 | 33 | 40,000 | 60,000 | 64,000 | 68,500 | 74,000 |
| 60 | 34 | 40,000 | 60,000 | 64,500 | 69,000 | 74,500 |
| 61 | 35 | 40,000 | 60,000 | 65,500 | 70,000 | 75,000 |
| 62 | 36 | | 60,000 | 66,000 | 70,500 | 75,500 |
| 63 | 37 | | 60,000 | 66,500 | 71,000 | 76,000 |
| 64 | 38 | | 60,000 | 67,500 | 72,000 | 77,000 |
| 65 | 39 | | 60,000 | 68,000 | 72,500 | 77,500 |
| 66 | 40 | | 60,000 | 68,500 | 73,000 | 78,000 |
| 67 | 41 | | 60,000 | 69,500 | 73,500 | 78,500 |
| 68 | 42 | | 60,000 | 70,000 | 74,000 | 79,000 |
| 69 | 43 | | 60,000 | 70,500 | 75,000 | 80,000 |
| 70 | 44 | | 60,000 | 71,500 | 75,500 | 80,000 |
| 71 | 45 | | 60,000 | 72,000 | 76,000 | 80,000 |
| 72 | 46 | | 60,000 | 72,500 | 76,500 | 80,000 |
| 73 | 47 | | 60,000 | 73,500 | 77,500 | 80,000 |
| 74 | 48 | | 60,000 | 74,000 | 78,000 | 80,000 |
| 75 | 49 | | 60,000 | 74,500 | 78,500 | 80,000 |
| 76 | 50 | | 60,000 | 75,500 | 79,000 | 80,000 |
| 77 | 51 | | 60,000 | 76,000 | 80,000 | 80,000 |
| 78 | 52 | | 60,000 | 76,500 | 80,000 | 80,000 |
| 79 | 53 | | 60,000 | 77,500 | 80,000 | 80,000 |
| 80 | 54 | | 60,000 | 78,000 | 80,000 | 80,000 |
| 81 | 55 | | 60,000 | 78,500 | 80,000 | 80,000 |
| 82 | 56 | | 60,000 | 79,500 | 80,000 | 80,000 |

| | | | | | |
|----|----|--------|--------|--------|--------|
| 83 | 57 | 60,000 | 80,000 | 80,000 | 80,000 |
|----|----|--------|--------|--------|--------|

84 Notwithstanding the above table, two consecutive sets of tandem axles may carry
 85 a gross load of thirty-four thousand pounds each if the overall distance between
 86 the first and last axles of such consecutive sets of tandem axles is thirty-six feet
 87 or more.

88 4. Whenever the state highways and transportation commission finds that
 89 any state highway bridge in the state is in such a condition that use of such
 90 bridge by vehicles of the weights specified in subsection 3 of this section will
 91 endanger the bridge, or the users of the bridge, the commission may establish
 92 maximum weight limits and speed limits for vehicles using such bridge. The
 93 governing body of any city or county may grant authority by act or ordinance to
 94 the state highways and transportation commission to enact the limitations
 95 established in this section on those roadways within the purview of such city or
 96 county. Notice of the weight limits and speed limits established by the
 97 commission shall be given by posting signs at a conspicuous place at each end of
 98 any such bridge.

99 5. Nothing in this section shall be construed as permitting lawful axle
 100 loads, tandem axle loads or gross loads in excess of those permitted under the
 101 provisions of Section 127 of Title 23 of the United States Code.

102 6. Notwithstanding the weight limitations contained in this section, any
 103 vehicle or combination of vehicles operating on highways other than the interstate
 104 highway system may exceed single axle, tandem axle and gross weight limitations
 105 in an amount not to exceed two thousand pounds. However, total gross weight
 106 shall not exceed eighty thousand pounds.

107 7. Notwithstanding any provision of this section to the contrary, the
 108 department of transportation shall issue a single-use special permit, or upon
 109 request of the owner of the truck or equipment, shall issue an annual permit, for
 110 the transporting of any concrete pump truck or well-drillers' equipment. The
 111 department of transportation shall set fees for the issuance of permits pursuant
 112 to this subsection. Notwithstanding the provisions of section 301.133, RSMo,
 113 concrete pump trucks or well-drillers' equipment may be operated on
 114 state-maintained roads and highways at any time on any day.

115 **8. Notwithstanding the provision of this section to the contrary,**
 116 **the maximum gross vehicle limit and axle weight limit for any vehicle**
 117 **or combination of vehicles equipped with an idle reduction technology**
 118 **may be increased by a quantity necessary to compensate for the**

119 additional weight of the idle reduction system as provided for in 23
120 U.S.C. Section 127, as amended. In no case shall the additional weight
121 increase allowed by this subsection be greater than four hundred
122 pounds. Upon request by an appropriate law enforcement officer, the
123 vehicle operator shall provide proof that the idle reduction technology
124 is fully functional at all times and that the gross weight increase is not
125 used for any purpose other than for the use of idle reduction
126 technology.

Unofficial

Bill

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